

## Market Reports.

## TORONTO.

From Our Own Correspondent.

JULY 24—Our retail yards continue to do a rattling trade, although not near the amount they would do if the wholesale men would stop doing a retail trade. Want of cohesion in the trade is the sole fault and until such times as this fact is felt, and acted upon, things will go on the same as now. Let the retail men once determine that they intend to do the retail trade, or cease to buy from the middlemen, and the whole matter is settled.

Shipping from our docks, as predicted by me in a former letter, has fallen off to a mere nothing. The Longford stock being shipped by Christie, Kerr & Co. to a Boston firm is about all that is being moved at present. The Ontario Co.'s stock bought by the same parties, is all shipped out, and the stock at present being moved is scarcely fit to handle; in fact there is no dry stuff, except the little held in stock by the retail men and some piled off by track side, and this is rapidly diminishing.

Bill stuff cut to fill orders is ruling high. Just now quite a number of the mills have not got in their tons of long logs as yet, so that comparatively few mills are able to fill bills over twenty 20 feet in length and the few that can do so demand a good figure. As the season advances present prices for long bill stuff will be pulled down being now far above their real value. One mill man demanded \$50 per M on cars for 45 feet lengths. The same stuff can be bought in Liverpool, England, to day for less money. This is the great fault of many of our mill men, when they get the chance they spread it on too thick. From the other side of Georgian Bay there is considerable lumber coming to market, but the mill men at those points take care to make all there is to be made by quoting prices delivered in Toronto, and so the advantage of the low railroad freight, which is only five cents per hundred weight. Of course few men will be ready to blame them for taking advantage of this, but coupling it with the present prices demanded for bill lumber, it makes it high to the consumer here.

Dealers in all cases possibly prefer to bring in lumber by the G. T. R. or C. P. R., thereby escaping the petty difficulties thrown in the road of the consignees by the N. & W. R. R. Co. Dealers were promised before the managers departure for England that such annoyances would be remedied, but so far such has not been the case, and the amount of red tapism at present existing is trying to the patience of the average lumberman.

Mill cull boards and scantling	\$10 00
Shipping cull boards, promiscuous widths	12 00
" " " "	13 00
Scantling and joist, up to 16 ft	13 00
" " " "	14 00
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Cutting up planks to dry	20 00
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" " " "	100 00

## MONTREAL.

From Our Own Correspondent.

JULY 26—There is no essential change to note in quotations during the past week. Business still continues brisk although the demand for large quantities has slightly fallen off, as a number of contractors have now a fair amount of stock on hand for future need.

Enquiry for carloads has improved considerably since last report. It is said that mill owners have taken many orders for future delivery and that present stocks in first hands are light. In this market there is a good supply of thin lumber, but the quantity of heavy available is light. The exports to date include 986,483 pcs. of deals, deal ends and boards, to Europe, and 2,876,781 feet to South America.

Advices from the Saguenay state that the cut of logs in that district last year was very large, upwards of 600,000 logs having been cut, and in most of the establishments on the North Shore operations were conducted entirely on Messrs Price Bros' account. This firm has bought the deals produced by the logs cut by the English company of the Seigneurie of Mille Vaches, the site of whose operations is Port Neuf on bas. Numbers of vessels are loading in the Saguenay, also for the account of Messrs. Price Bros.

The following are the quotations at the yards:—

Pine, 1st quality, 2 M.	\$90 00@40 00
Pine 2nd	00 00@30 00
Pine, shipping culls, 2 M.	14 00@10 00
Pine 4th quality deals 2 M.	10 00@12 00
Pine, mill culls, 2 M.	8 00@10 00
Spruce, 2 M.	10 00@13 00
Hemlock, 2 M.	9 00@12 00
Ash, run of log culls out, 2 M.	20 00@25 00
Bass, 2 M.	18 00@20 00
Oak, 2 M.	40 00@50 00
Walnut 2 M.	50 00@100 00
Cherry, 2 M.	50 00@100 00
Butternut, 2 M.	35 00@40 00
Birch, 2 M.	20 00@25 00
Hard Maple, 2 M.	25 00@30 00
Lath, 2 M.	1 50@2 00
Shingles, 1st, 2 M.	2 00@3 00
Shingles, 2nd, 2 M.	2 50@3 00

## CORDWOOD.

Prices are steady.

The following are the quotations at the yards:—

Long Maple, per cord	\$ 6 00@20 50
Long Birch	6 00@20 50
Long Beech	5 00@20 50
Tamarack	5 00@20 50

## CHICAGO.

The Northwestern Lumberman of July 21st says:—

## BY THE CARGO.

Cargoes to the number of 175 have entered port during the week. The Monday fleet was a fair one, but since then the market has not been liberally supplied with offerings. A large amount of lumber is being sold at the mills, or by the commission men to arrive, and does not come on the market. The demand is just moderate enough to check lavish receipts, and keep prices steady. The demand is the most urgent for piece stuff, and that is the kind of lumber that is doled out with the greater caution. There is some buying over the lake, however, and considerable dimension is going into yard that does not figure on the market.

The price of piece stuff remains at former quotations, though it is reported a little stronger than last week. Short green piece stuff, as a basis, is now quoted at \$9, and firm at that. The lowest positive price for dimension we have heard of this year was \$8.75 for a lot of flat 16-foot Norway, in a transaction that took place a week or 10 days ago. That seems to have been the bottom, and it is likely that prices will not go as low again this year. The tendency now is to greater strength and a slight advance. There are men about the market that even now assert that piece stuff is worth \$9.25 for all white pine. One dealer has lately sold 10 cargoes of White lake piece stuff, all short, at \$9 a thousand, the lumber to come forward within a few days. This lumber was shaped up a little for the convenience of the purchaser, who wanted the 2x6, 2x8 and 2x10, probably for car decking; but this shaping up is a thing that is easily done when the order goes to the mill, and is becoming a feature of late dealings. Much of the large purchasing at the mills, peculiarly characteristic of the past two seasons, has been on this basis, because the yard man can thus get what is adapted to his trade, and not run so much risk of getting an over-stock of unsaleable lumber. In these times of next to no margins, the wholesale dealer must get an advantage some way and so he goes to the woods, or the boom, or the mill to hunt for it. If he be a good judge of logs and lumber he can generally do better for himself than he can to buy on the cargo market.

The demand for long and heavy joists is good. Cargoes of 2x12 sell from \$11.50 to

\$12.50 a thousand. Extra lots of 3x12 bring as much as \$13. Timbers sell fairly well. The call for bridge stuff to go into railroad construction is reported quite urgent by the men who make that feature of business a specialty.

Inc lumber is working off moderately under a demand that cannot be called active. Prices are made within our quoted range. Buyers are not looking to the cargo market for good inch lumber as they once did. The larger portion of such lumber to stock yards is bought in a special way at the mills or to arrive.

This season the yard men are not so anxious to lay in large stocks of high grade lumber as they were last year. The sale of such lumber this season out of yards has been slow. Naturally this checks the demand.

Standard shingles are a little firmer this week than hitherto. The mills over the lake are running with some reference to the demand; that is they are not crowding production to the utmost, as they generally do. Offers have been made this week been refused on the part of the seller at \$1.70 for certain brands that have been freely selling at that figure, and \$1.72 1/2 demanded. It is likely that next week quotations will have to be advanced.

The following are current quotations of cargo

Prices:—	
Dimension, short green	\$ 9 00
Dimension, short dry	9 50
Boards and strips, No. 2	10 00@12 00
Boards and strips, medium	13 00 15 00
Selected	21 00 21 00
Boards and strips, No. 1	13 00 19 00
Shingles, standard	1 70 1 75
Shingles, extra	1 80 2 00
Shingles, cedar, standard	1 05 1 75
Shingles, cedar, extra	1 95 2 00
Lath, green	1 25
Lath, dry	1 40

## LAKE FREIGHTS.

From Muskegon, dry	1 12 1/2
From Muskegon, green	1 25
From Whitehall	1 25
From Ludington	1 37 1/2
From Manistow	1 37 1/2@1 60
From Menominee, dry	1 37 1/2
From Menominee, green	1 60
From Cheboygan	1 60
From Bay City, dry	1 62 1/2
From Oscoda, dry	1 60
From Alpena, dry	1 60

## AT THE YARDS.

There has been a slight increase of movement within the past few days. Whether this is wholly owing to closing out of shipments on the low rate at Omaha, before the incoming of the new rate of 14 cents a hundred, is a question that the dealers are discussing. No doubt the haste to get as much lumber as possible into Nebraska on the 8 cent cut rate has lately stimulated shipments in that direction, for it has been plain to see that heavy rains have been loaded, with Nebraska pointing for a destination. This little spurt, however, is now over, unless contracts have been made between the freight agents and some of the heavier of the shippers to overlap the new arrangement by a continuance of a cut rate, on the quiet. Such contracts are denied on all hands, and it is claimed that the 14-cent rate is strictly adhered to.

Receipts of lumber and shingles for the week ending July 22, as reported by the Lumberman's Exchange:—

	RECEIPTS.	Lumber.	Shingles.
1886	52,268,000	16,764,000	
1885	60,208,000	23,633,000	
FROM JAN. 1, TO JULY 14, INCLUSIVE.			
1886	697,262,000	338,344,000	
1885	688,973,000	221,270,000	
Increase	8,289,000	107,074,000	
STOCK ON HAND JULY 1.			
Lumber & timber	408,794,576		
Shingles	294,112,188		
Lath	40,677,975		
Pickets	1,291,497		
Cedar posts	260,613		

## BUFFALO.

We quote cargo lots:—

Uppers	\$45 00@46 00
Common	17 00@18 50
Culls	12 50@13 00

## TONAWANDA.

CARGO LOTS—MICHIGAN INSPECTION.

Three uppers	\$42 00@44 00
Common	18 00@24 00
Culls	10 00@13 00

## OSWEGO, N.Y.

From Our Own Correspondent.

We cannot change quotations, trade is unusually dull. The new cut of lumber is now coming forward quite freely, and dealers are anticipating a better demand, but can see no prospect of an advancing price.

Three uppers	\$42 00@46 00
Picking	35 00@35 00
Cutting up	24 00@20 00
Flue Common	22 00@25 00
Common	14 00@18 00
Culls	11 00@14 00
Mill run lots	10 00@22 00
Sidings, selected, 1 in.	30 00@35 00
" " " " 1 1/2 in.	32 00@36 00
Mill run, 1x10, 13 to 16 ft.	16 00@21 00
Selected	21 00@24 00
Shippers	14 00@16 00
Mill run, 1x10	17 00@20 00
Selected	21 00@30 00
Shippers	14 00@16 00
Mill run, 1 & 1 1/2 in, strips	15 00@18 00
Selected	23 00@30 00
Culls	11 00@13 00
1x10 selected for clapboards	25 00@35 00
Shingles, XXX, 18 in. pine	3 10@3 50
XXX Cedar	2 75@3 00
Lath 1 1/2, No 1	1 25@2 00
No 2	1 00@1 25
Ash, 1st & 2nd 1 to 4 in	16 00@20 00
Basswood, 1st & 2nd 1 & 1 1/2 inch culls	18 00@20 00
" " " "	8 00@11 00

## ALBANY.

Quotations at the yards are as follows:—

Pine, clear, 2 M.	\$25 00@30 00
Pine, fourths	50 00@3 00
Pine, selects	42 00@47 00
Pine, good box	22 00@23 00
Pine, common box	13 00@ 00
Pine, 10-in. plank, each	40 45@40 47
Pine, 10-in. plank, culls, each	40 25@40 27
Pine boards, 10-in.	40 30@40 32
Pine, 10-in. boards, culls	40 10@40 20
Pine, 10-in. boards, 16 ft., 2 M.	23 00@32 00
Pine, 12-in. boards, 16 ft.	23 00@32 00
Pine, 12-in. boards, 13 ft.	23 00@30 00
Pine, 1 1/2 in. siding, select	40 00@43 00
Pine, 1 1/2 in. siding, common	15 00@18 00
Pine, 1 1/2 in. siding, select	40 00@42 00
Pine, 1 1/2 in. siding, common	13 00@15 00
Spruce, boards, each	00 00@00 10
Spruce, plank, 1 1/2 in., each	00 00@00 20
Spruce, plank, 2 in., each	00 00@00 30
Spruce, wall strips, each	00 12@00 12
Hemlock, boards, each	00 00@00 14
Hemlock, joist, 4x4, each	00 00@00 32
Hemlock, joist, 2x4, each	00 00@00 14
Hemlock, wall strips, 2x4, each	00 00@00 11
Black walnut, good, 2 M.	100 00@120 00
Black walnut, 1 inch	80 00@90 00
Black walnut, 2 inch	00 00@85 00
Scaymore, 1-inch	23 00@30 00
Scaymore, 2-inch	21 00@23 00
White wood, 1-inch and thicker	38 00@40 00
White wood, 2-inch	28 00@30 00
Ash, good, 2 M.	40 00@43 00
Ash, second quality, 2 M.	25 00@30 00
Cherry, good, 2 M.	00 00@85 00
Cherry, common, 2 M.	25 00@30 00
Oak, good, 2 M.	40 00@43 00
Oak, second quality, 2 M.	20 00@25 00
Hickory, 2 M.	25 00@30 00
Maple, Canada, 2 M.	23 00@30 00
Maple, American, per M.	26 00@28 00
Chestnut, 2 M.	38 00@40 00
Shingles, shaved, per M.	0 00@5 00
" " " "	0 00@5 00
" " " "	4 30@4 50
" " " "	0 00@3 00
" " " "	0 00@3 30
" " " "	0 00@3 00
" " " "	2 25@2 31
Lath, hemlock, 2 M.	0 00@2 13
Lath, spruce	0 00@2 25

## LONDON.

The Timber Trades Journal of July 17th says:—It is too early to hazard any predictions as to the course that trade will take during the remainder of the current year, more especially as the country has scarcely recovered from the disorganization occasioned to business by the recent elections. The feeling in many quarters is hopeful, and confident predictions of a good autumn trade are expressed by many to whom, probably, the wish is father to thought. At the same time it must be admitted that the import so far contrasts favorably with other years, and the arrivals at the Surrey Commercial Docks continue on a moderate scale. As a set-off, however we have the fact that the deliveries from the same docks are, in the aggregate, less than in preceding years, while the majority of buyers continue to maintain that the present stocks in London are sufficient to supply the requirements of the trade for some time to come. Certain it is that little disposition is shown by importers here to add to their stocks, and the business that is being transacted is extremely limited.

We are always being told that things cannot go on for ever in the present ruinous state and a turn must be close at hand; yet still the market keeps on declining, and trade languishes as if hopelessly incurable. Even with reference to freights, when we asked the opinion of a leading merchant, who charters a large amount of tonnage throughout the year, as to whether